



*Association Européenne des Concessionnaires
d'Autoroutes et d'Ouvrages à Péage*

MANIFESTO ON TOLL ROAD CONCESSIONS

Introduction

“Highway networks are supporting economy and help achieving cohesion in Europe. In order to guarantee safe and efficient mobility for passengers and goods, Governments can rely on concession tolling. Thus, 49,000 km of motorways and 38,000 km of other roads have been built in Europe without public budget and respecting the user/pay principle.

Earmarked tolling allows the development of an efficient safe road infrastructure with high-level of services, long-term optimization, proper maintenance and investments. These infrastructures achieve the best level of quality, safety and protection of the environment and biodiversity.

More investments for mobility are needed as European cities are increasing in size and the population. Time for commuting, congestion, air pollution and noise are increasing everywhere in Europe. To face those challenges, road infrastructure are welcoming new mobility services: co-modality with public transport, shared services (car-pooling, car-sharing), decarbonizes and autonomous vehicles. If governments decide to use it, concession tolling will invest to boost new mobility schemes and will contribute to decarbonization of road transport to reach the target of carbon-free emission by 2050.”



Christophe Boutin, ASECAP President

Supporting entities



TOLLING. MOVING SMARTER.

Tolling is one of the most powerful and effective tools to finance, build, maintain, and improve road infrastructure for the benefit of road users and citizens. This has been demonstrated in Europe and around the world. We believe that the application of tolling policies, based on the user pays principle, benefits governments through a sustainable funding model to support new infrastructure or improve existing ones. Tolling users see the benefits they receive for the fees they pay through improved mobility and reduced travel times. Acceptance of the symbiotic relationship continues to expand, and we salute ASECAP and its 2020 manifesto on toll road concessions.

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Samuel Johnson
Interim CEO, Transportation Corridor Agencies
President, International Bridge, Tunnel & Turnpike Association (IBTTA)



IRF
— GLOBAL —

"We have the imperative of delivering a sustainable mobility to create a sustainable future. Solid evidence from around the world has proven that with the proper checks and balances, toll concessions are an effective means to respond to this imperative. Europe needs to upgrade its aging major road network; it needs to build new links to complete its TEN motorway plan. The EU State budgets cannot fulfil this demand as there is a greater need targeting secondary roads. Thus, concessions and tolling are the solution for financing major roads, in full compliance with the "user and polluter pays" principle".

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Bill M. Halkias, PE, F.ASCE, F.ITE



President, E3PO (European PPP Operating Companies in Infrastructure and services)

The "Green Deal" package issued by the Commission is based on two objectives: carbon-free emissions by 2050 and protection of biodiversity and fauna. Green Deal targets will need important investments to upgrade the existing infrastructure, developing and including new mobility services. The user/pay principal model is a powerful tool to reach the goals set up to serve new mobility trends and land-use planning.

Bernard Hagelsteen,



1. Toll roads and Sustainable Development Goals / European Green Deal

- **SDG #3:** By 2020, halve the number of global deaths and injuries from road traffic accidents

- **SDG # 7:** By 2030, double the global rate of improvement in energy efficiency

- **SDG #8:** Sustain per capita economic growth in accordance with national circumstances (...)

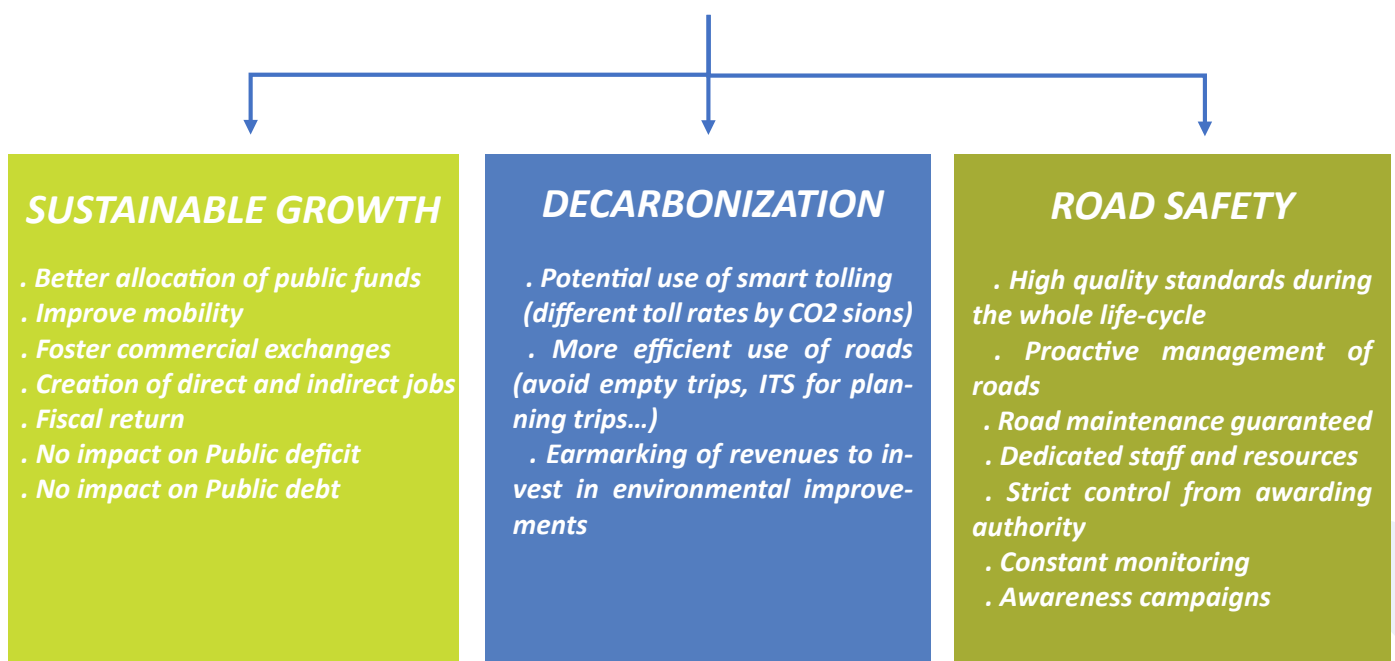
- **SDG #9:** Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being,(...)

- **SDG # 11:** By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport (...)

- **Green Deal:** carbon-free emissions by 2050



User pays & polluter pays principles



2. Contribution of toll road concessions in Europe



€ 12 billion
every year allocated
to any other social
priorities



€ 7 billion/year
ASECAP companies
investment



more than
€ 5 billion
per year generated
for VAT alone



€ 6 billion/year
in operation and
road maintenance



88.000 km



48.000
ASECAP members
direct employment



2.3/1B kms
ASECAP fatality rate
2019 (2.3 fatalities per
billion kilometres driven
on motorways)

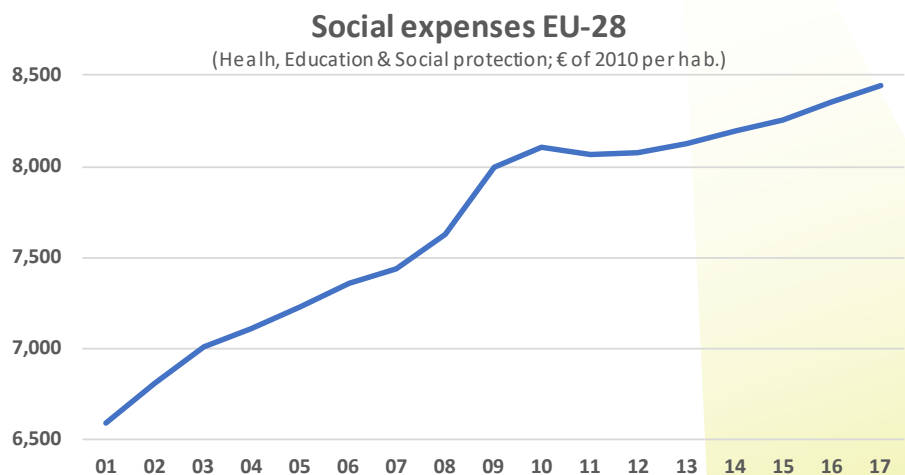
3. Benefits of toll road concessions



Savings in public budget
that can be allocated in
other social priorities



€ 12 billion
every year allocated
to any other social
priorities



Source: Eurostat

- . Users, who profit from the use of the roads and cause externalities, pay for it.
- . Taxpayers shall not support the cost of these roads.
- . Social expenses (health, education, pensions...) are increasing in each country.

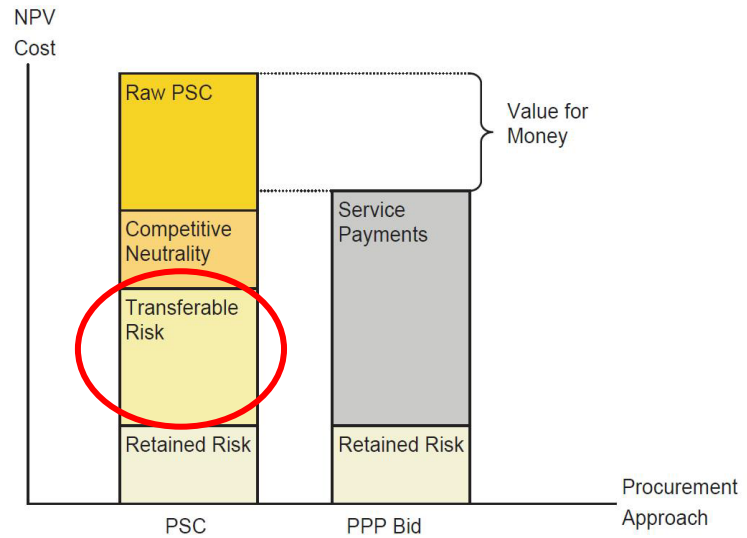


Risk distribution between public and private sectors

. Risks involved in building and operating the concession are transferred substantially over to the concessionaire

. The concessionaire becomes responsible for full compliance with all the building and operation standards previously required by the Government, and also bears – at least up to a certain point – the loss in profit resulting from a variation of the initial circumstances upon which the concession was granted

“Value for money”, comparison traditional model (PSC) vs PPP model



Anticipate the construction of roads and their social benefits

. New motorways may have important social benefits in terms of time savings, improvement of road safety, savings of operational costs...

. Toll concession schemes allow citizens to profit from those benefits without waiting for the availability of public funds.

Spanish case:

- . The current need of investment in new roads is estimated in 32.000 M€ (1)
- . As average, Spanish Administrations are investing 2.000 M€/year in new roads

Conclusion: If all roads have to be financed with public budget, the average delay to build the roads will be **8 years** (2)

(1) “Análisis de la inversión prioritaria en España” Sener 2017

(2) “Beneficios sociales del modelo de concesión en la gestión de carreteras” UPM 2019

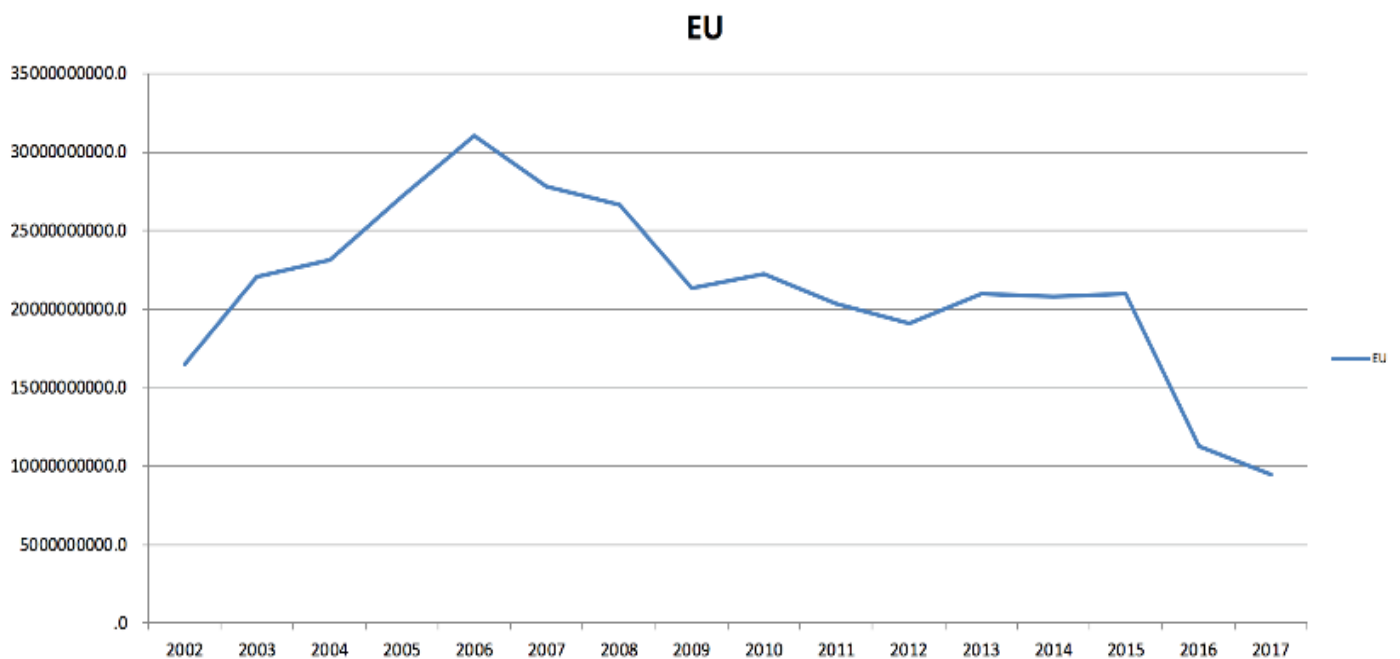


Guarantee proper maintenance of the road

- . Dramatic decrease of public budgets for maintenance
- . No dependence of public budgets
- . Strict control from awarding authority
- . Impact on road safety



4.5 Maintenance expenditures in road infrastructure in selected countries, 2014-2017 (at current prices and exchange rates - million Euros)



Source: European Road Federation



Efficient management

- . Incentives to respect timings and budgets
- . Concessionaire revenues direct linked to the efficient and quality of the road
- . Global vision of the entire life-cycle of the infrastructure
- . More flexibility to react to changes in the overall economical situation
- . Foster innovation
- . Less contracts to be managed by Road Administration
- . Etc...

4. User and service oriented



- . Cutting edge ITS equipment
- . Fully involvement in the development of connected and autonomous vehicles
- . Use of latest technologies (big data, artificial intelligence, IoT, drones,...)
- . Deployment of mobility solutions
- . User satisfaction surveys

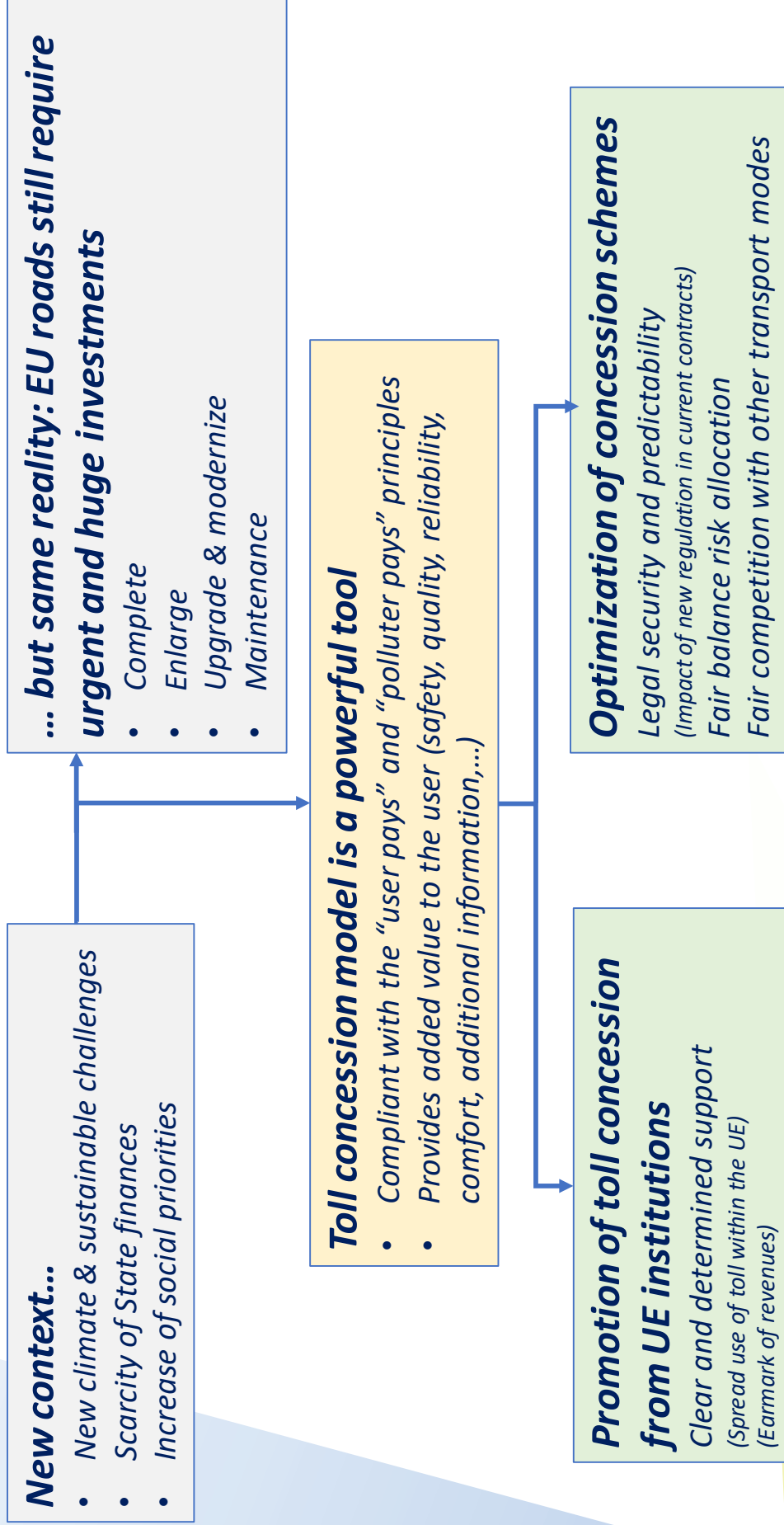
5. Conclusion: Answering Green Deal Goals

Toll concession model is a powerful tool

To allow massive investments

- **To invest massively to reach the goal to halve transport carbon footprint and contribute to fight climate change by:**
 - . Proposing concrete actions with the deployment of strong fast charging station network allowing the deployment of electric cars and buses
 - . Fostering shared mobility by creating carpooling parkings
 - . Developing reserved collective uses of the infrastructure (coaches / buses, taxis, car pooling)
 - . Adapting the existing motorway infrastructure to host new mobility options (multimodal)
 - . Set up recycling systems to collect and treat garbage
 -
- **To invest massively to save fauna and flora with ambitious plan to:**
 - . Improve environmental integration
 - . Create specific facilities to allow the movement of the fauna
 - . Restore ecological continuity
 - . Set up and deploy system to collect used water to increase water resources
 -

5. Conclusions





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